



<b>Planning Committee Date</b>	5 <sup>th</sup> March 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	24/03088/FUL
<b>Site</b>	230 Newmarket Road, Cambridge, CB5 8WR
<b>Ward / Parish</b>	Abbey
<b>Proposal</b>	A Hybrid application for a) An outline application for the erection of a new retail and food & beverage block (Use Class E) with all matters reserved; b) A full application for the demolition of existing buildings, enabling works and redevelopment of the site to provide a new building containing office floorspace (Use Class E) along with car parking, landscaping and associated infrastructure
<b>Applicant</b>	Railway Pension Nominees Ltd
<b>Presenting Officer</b>	Dean Scrivener (TBC)
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Scale of Development</li><li>2. Car Parking and Cycle Access</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions and S106 agreement

## 1.0 Executive Summary

- 1.1 The application is a hybrid application where the applicant is proposing the following:
- a) A Full Planning application for the erection of a new office building (Use Class E) and associated infrastructure, following the demolition of existing buildings;
  - b) An Outline application with all matters reserved for the erection of a Retail/Food and Beverage (F&B) unit (Use Class E).
- 1.2 The proposed development is considered to constitute a form of development which will create a strong frontage along Newmarket Road and provide a high quality office space within a sustainable location, whilst preserving the character and appearance of the local area and the settings of the Riverside and Stourbridge Common Conservation Area and Grade II listed building (No. 247 Newmarket Road) and the Grade II listed War Memorial, directly opposite the site. The development will also introduce public realm improvements with the provision of soft landscaping around the north and east edges of the site via tree planting and new boardwalks to promote easier access for all users.
- 1.3 The Outline application applied for as part of this application seeks to secure the provision of a Retail/Food & Beverage unit, to ensure the site maintains a retail function as part of the wider Cambridge Retail Park (CRP).
- 1.4 During the course of the application, the original concerns raised by the Local Highway Authority (LHA) and the County Council's Transport Assessment Team have been addressed by the applicant, subject to conditions and S106 contributions. A new pedestrian crossing is proposed directly to the front of the building, providing a safe and easy access for pedestrians to and from the site.
- 1.5 The proposal would not result in any significant harm in terms of overbearing, overlooking or overshadowing impact upon neighbouring properties.
- 1.6 Officers recommend that the Planning Committee approve the application, subject to the recommended conditions listed below and a S106 Agreement.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area (setting of)	X	Local Nature Reserve	

Listed Building (Setting of)	X	Flood Zone 2 and 3 (Moderate to High Flood Risk)	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	X
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The application site is currently occupied by existing food and beverage (F&B) units, Pizza Hut and Starbucks, and car parking with boundary landscaped borders and trees. The car park serves CRP and is part of a wider car park totalling 800 car parking spaces. The Site is accessed off Newmarket Road (A1134) via a signalised junction and the internal vehicular circulation route through CRP.
- 2.2 The site is well connected by virtue of its location on Newmarket Road, which is one of the main primary routes connecting the east of Cambridge to the city centre. There are bus stops located to the north and east of the site. Walking and cycling routes connect the site to the river northwards and to the southwest to Cambridge Train Station. Cambridge North Train Station is approximately 1.5 miles to the northeast of the Site and can be accessed via the Chisholm Trail cycle route.
- 2.3 The western edge of the site is directly adjacent to the Eastern Gate Opportunity Area.

### **3.0 The Proposal**

- 3.1 The application is a Hybrid Planning application and comprises the following parts:
- a) A full application for the demolition of existing buildings, enabling works and redevelopment of the site to provide a new building containing office floorspace (Use Class E) along with car parking, landscaping and associated infrastructure.
  - b) An outline application for the erection of a new retail and food & beverage block (Use Class E) with all matters reserved

### **4.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
PPA/22/0031	Redevelopment to create retail and commercial floorspace and coffee shop	Generally supportive, subject to further details submitted at application stage

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework (NPPF) December 2024

National Planning Practice Guidance

National Design Guide 2021

(Listed Buildings and Conservation Areas) (LBCA) Act 1990

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 23: Eastern Gate Opportunity Area

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated Land

Policy 34: Light Pollution  
Policy 35: Human health and quality of life  
Policy 36: Air quality, odour and dust  
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones  
Policy 40: Development and expansion of business space  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall Buildings and Skyline in Cambridge  
Policy 61: Conservation and Enhancement of Cambridge's Historic Environment  
Policy 62: Local Heritage Assets  
Policy 64: Shopfronts, signage and shop security measures  
Policy 65: Visual Pollution  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management

### **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Riverside and Stourbridge Conservation Area Appraisal – Adopted 2009  
Eastern Gate Opportunity Area SPD – Adopted 2010  
Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (Final Report, September 2024)  
Cambridge City Council Public Art SPD

## **6.0 Consultations**

### **6.1 County Highways Development Management**

6.2 At the time at which this report is being completed, the final comments from County Highways have not been received. Officers are anticipating no objections and will update the amendment sheet accordingly.

### **6.3 Cambridgeshire County Council Transport Assessment Team**

6.4 Previous objections have been removed, subject to a condition regarding a Travel Plan and financial contributions towards the extension of the Controlled Parking Zone (CPZ) and the GCP Eastern Access Improvements within the area, via a S106 Agreement.

### **6.5 Access Officer**

6.6 Concerns are raised regarding the proposed platform lift in regards the maintenance and practicality of these types of lifts. Other comments are raised are related to internal arrangements of the building to ensure the development caters for all users, as well as ensuring the provision of the blue badge EVC charging points according with PAS 1899:2022 Electric Vehicles – Accessible Charging Specification.

6.7 **Environmental Health**

6.8 No objections subject to conditions regarding the following:

- Demolition and Construction Environmental Management Plan (DCEMP),
- Phase 2 Intrusive Investigation & Phase 3 Remediation Strategy
- Implementation of Remediation Strategy
- Phase 4 Verification Report
- Material Management Plan (MMP)
- Odour Control (For the F&B unit)
- Acoustic Assessment Compliance Condition
- EVC Charging Point Compliance
- External Music – Rooftop Terrace
- Hours of use of the roof terrace
- Artificial Lighting

6.9 **Sustainability Officer**

6.10 Sustainability Officer has no objections in principle but has raised concerns due to the lack of supporting information to support the conclusions drawn. Further information has been provided by the applicant which has addressed these concerns. Conditions regarding BREEAM Design Stage Certification and Post Construction Certification are recommended, as well as rain harvesting design specification.

6.11 **Local Lead Flood Authority (LLFA)**

6.12 Following the receipt of amended drainage plan, the previous objection has been removed. Conditions regarding the design details of the surface water drainage scheme and the management of surface water run off during construction works, are recommended.

6.13 **Environment Agency (EA)**

6.14 No objections but comments refer the applicant to minimising risk of contamination and ensuring the development complies with BREEAM

Excellent Standards in relation to the current water scarcity issues within the area.

6.15 **Anglian Water**

6.16 No objections subject to the submitted FRA being included within the approved documents list.

6.17 **Conservation Officer**

6.18 No objections subject to a condition securing materials (same as UD Officer below)

6.19 **Urban Design Officer**

6.20 No objections subject to conditions regarding materials and samples, public art, hard and soft landscaping details and management and maintenance of landscaped areas.

6.21 **Tree Officer**

6.22 No objections subject to conditions regarding an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) and implementation; a site visit undertaken by a tree specialist and the replacement of trees should they die or be removed for any reason.

6.23 **Landscape Officer**

6.24 No objections raised but some concerns are raised in regard to the car parking layout serving the office building and the potential conflict between vehicles and cyclists accessing this car park. A condition should be imposed to clearly define the boundary treatment of this car park as well as clear cycle access/routes. Other conditions recommended are in regard to hard and soft landscaping material details and a clear maintenance strategy and long-term maintenance for landscaped areas.

6.25 **Ecology Officer**

6.26 No objections subject to a condition regarding ecological enhancements and the provision and implementation of BNG.

6.27 **Cambridgeshire County Council Archaeology Team**

6.28 No objections subject to a condition requesting a Written Scheme of Investigation prior to demolition.

6.29 **Cam Cycle**

6.30 Objects. The proposed development fails to upgrade the existing cycleways through the CRP site which would be used to allow cyclists accessing the site from the east. Newmarket Road carries large volumes of traffic and therefore would be hazardous for cyclists to cycle along Newmarket Road. Two tier cycle stands are not particularly easy to use and are only proposed to ensure the provision of shower rooms. A more comprehensive cycle strategy is required.

6.31 **Ministry of Defence**

6.32 No objections

6.33 **Cambridge City Airport**

6.34 No objections subject to conditions providing more detailed assessments in relation to mitigation against interference with flight procedures and glint/glare from the proposed solar panels on the roof of the building.

6.35 **Cambridgeshire Fire and Rescue Team**

6.36 No objections subject to the provision of fire hydrants.

**7.0 Third Party Representations**

7.1 A total 2no. objection comments have been received. Their concerns are summarised as follows:

- Loss of light
- Significant scale of the proposed development is out of keeping with local area
- No benefits to local residents due to loss of existing F&B units on site
- Cycle safety
- Increase in vehicular traffic along Newmarket Road

7.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.



## **8.0 Assessment**

### **8.1 Principle of Development**

#### Office Use

- 8.2 The proposed office building would provide office space comprising Use Class E. Policy 40 of the Local Plan supports the provision of office and research development uses within the city centre, and the Eastern Gateway, providing they are of an appropriate scale and are part of mixed-use schemes with active frontages at ground floor level. Despite the site being adjacent to the Eastern Gate Opportunity Area, the site is still considered to be in a desirable location for an office use.

There is a clear emphasis on the provision of office space within Greater Cambridge, as set out within the Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (Final Report, September 2024). Given the desirability for research and development uses across Cambridgeshire at the current time, the proposed use is supported in principle. Ultimately, employment uses under Use Class E will be permitted within sustainable locations, which is clearly the case here. In addition, it would create a form of active frontage with the entrance and lobby/reception area being set adjacent to Newmarket Road, creating a form of vibrancy and a strong urban frontage which is currently does not exist at this location.

- 8.3 As such, the proposed office use is supported in this location and the proposal is in accordance with Policy 40 of the Local Plan.

#### Proposed Retail/F&B Unit (Outline Only)

- 8.4 The principle of the proposed Retail/F&B unit in this location is acceptable as it would retain a commercial use within the site in connection with the wider CRP site.

- 8.5 Given the proposed Retail/F&B unit is being applied for Outline permission only with all matters reserved, no further details in respect of its appearance, scale, layout, access and landscaping will be addressed under this application and will be secured under subsequent Reserved Matters applications via conditions as recommended. As such, the principle of a Retail/F&B unit on the site is acceptable and would replace the existing F&B units on the site.

### **8.6 Tall Buildings and the Cambridge Skyline**

- 8.7 Policy 60 of the Local Plan aims to protect the existing skyline of Cambridge and sets out a number of criteria which need to be accorded with. The supporting text of Policy 60 states that in developing any proposals for tall buildings, developers should make reference to Appendix

F of the Local Plan, which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

- 8.8 Paragraph F.10(ii) states that within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance. Given the new office building would have a height total of 28m, Policy 60 is engaged.
- 8.9 Appendix F lists a number of sites which are classified as 'Long to Medium distance views towards Cambridge' and 'Local to short distance views' (paragraphs F.20 and F.21). This list is not exhaustive, and assessments should also include key views which are relevant to the proposed development and other local views on key approach roads. Paragraph F.29 states that applications should assess the relationships between the proposed building to the surrounding context and lists a number of criteria which need to be addressed.
- 8.10 Criterion a) of Policy 60 sets out that applications are required to assess the impact of proposals upon their immediate location, setting and local context. The applicant has submitted a Townscape Visual Impact Assessment (TVIA) within the appendix of the submitted Design and Access Statement (DAS). The applicant has also used VU.CITY which have informed the proposed design and scale through visual analyses (Appendices – Section 12 of the DAS). The viewpoints taken into consideration have included key viewpoints listed under Appendix F, such as Castle Hill Mound and Coldhams Common. As illustrated, the new office building would be seen from these viewpoints, but it doesn't break the existing skyline of Cambridge neither does it visually interrupt it. Although the office building would comprise 5no. storeys with a rooftop extension, this scale and height is not dissimilar to the nearby Premier Inn and residential buildings to the west of the site, and in fact resembles a continuation of this scale of development along Newmarket Road.
- 8.11 The proposal would be clearly seen within views taken from immediate nearby locations, such as Coldhams Lane and Bridge, and Newmarket Road. The scale and height of the building would be appropriate within the current landscape and be in keeping with the nearby buildings. The views taken along Newmarket Road illustrate the continuous built form along Newmarket Road and present a stronger frontage of the site in relation to Newmarket Road, acting as a main vista when looking east. As such, the application has demonstrated as to how the proposal would be compatible with its location and immediate setting, whilst respecting the skyline of Cambridge, in accordance with criterion a) of Policy 60.
- 8.12 The site is within the setting of the Riverside and Stourbridge Common Conservation Area Conservation Area, which lies to the north west of the

site. Criterion b) of Policy 60 requires proposals to demonstrate through visual assessment that any tall buildings would respect the historic environment. As well as the TVIA, the applicant has also submitted a Heritage Impact Assessment (HIA), which identified key landmark buildings of historical significance which lie within the setting of the site.

- 8.13 The proposal would be clearly seen within views when looking west and eastwards along Newmarket Road. The Conservation Area is characterised by two storey C19th residential development. Within the immediate context of the site, there is a Grade II listed dwelling, No. 247 Newmarket Road, and the Grade II listed ancient war memorial, directly opposite the site. The site partly lies within the CRP, which has a history associated with industrial uses in association with the railway which lies to the south/south east CRP.
- 8.14 Another key landmark building is the Cambridge Museum of Technology building, located further to the north of the site. It is a building of historical significance situated on the riverside. Originally built in 1894 as a pumping station, it is now the Cambridge Museum of Technology.
- 8.15 From the visualisations presented within the TVIA, the proposed building would not be clearly evident within the skyline of Cambridge and would respect the existing historic buildings when viewed from Castle Hill viewpoint. The existing spires of significant heritage assets such as Holy Trinity Church, Great St Mary's and King's College, would still remain as the highest points within the skyline of Cambridge and the proposal would not detract or distort the importance of these heritage assets in terms of their historic significance within views across Cambridge.
- 8.16 As such, the proposal is considered to respect the surrounding historic environment and would retain the historic references within the skyline of Cambridge and is in accordance with criterion b) of Policy 60. Further heritage assessments will be discussed further below in this report.
- 8.17 Criterion c) of Policy 60 discusses the scale, massing and architectural quality of the building. Applicants need to present how the building will deliver a high-quality development and how this fits in within the skyline of Cambridge. The scale of the building would fit comfortably within the plot, and would comprise 5no. storeys in height, with a rooftop extension which is set in and subservient to the bulk of the building. This scale is considered to be in keeping with the scale of nearby buildings along Newmarket Road and deliver a focal building along Newmarket Road as well as presenting a stronger frontage along the gateway to Cambridge.
- 8.18 The materiality principle proposes the use of a high quality product that links to the area's history as the site of Cambridge Brick and Tile Works. The use of baked clay, a traditional material used in a contemporary

format, has been woven through the scales of the design, from the micro detailing to the macro sculptural forms of the facade. The statement and sculptural forms at the ground and rooftop uses a change in use of materials to add activation and interest. Sustainability factors are incorporated into the cladding proposals with integrated solar shading that creates a sophisticated and timeless look and feel. the detailing on the roofscape is decorative to create visual interest to the landmark building, making a sculptural statement on Newmarket Road.

- 8.19 Furthermore, the development of the facade has taken into account the sustainability vision for the project by exploring cladding profiles, reveals and integration of solar shading. Extensive testing has been carried out to determine the most appropriate facade finish with impact of colour being a critical point. Optioneering determined a white finish to the ceramic cladding offered a timeless aesthetic for the marker building on Newmarket Road.
- 8.20 Overall, the building would provide a high quality design through appropriate use of high quality materials and elevation treatment, which would create a well-articulated building within this location. As such, the proposal has demonstrate accordance with criterion c) of Policy 60.
- 8.21 Criterion d) discusses the local amenity of microclimate, in that proposals need to ensure that there is no adverse impact on neighbouring buildings and open spaces in terms of the diversion of wind, overlooking or overshadowing, and that there is adequate sunlight and daylight within and around the site.
- 8.22 Firstly, neighbour amenity impact upon the neighbouring dwellings opposite the site will be discussed in further detail in the report below. The applicant has submitted a Daylight Impact Assessment to demonstrate the proposal would not result in neighbour amenity impact in respect of overlooking and overshadowing.
- 8.23 The proposals incorporate soft landscaping along the frontage to Newmarket Road and around the eastern edge of the building. The landscape proposal aims to deliver high quality series of spaces which make a positive contribution to the overall character and appearance of this urban area. Located on the edge of the Eastern Gateway, the proposed marker building is wrapped with a tranquil space providing enhanced habitat creation opportunities for occupiers and visitors to enjoy, at their leisure. This will create a sense of green space and openness around the built form as opposed to building up hard against the boundaries.
- 8.24 In addition, the rooftop terrace will incorporate a green roof and create a sense of green space for future occupiers when socialising at roof level.

This space is well designed and articulated which not only breaks up the massing of the building but also promotes a creative and social hub, without resulting in any overlooking towards the neighbouring dwellings along Newmarket Road. Overall, the proposal is in accordance with criterion d) of Policy 60.

8.25 Lastly, criterion e) of Policy 60 talks about public realm and that proposals should consider how the space around buildings have been detailed. As mentioned above, the green walkways and associated landscaping will create a more 'soft' edge around the northern and eastern boundaries which will not only deliver visual amenity values but also allow users to access the building through a more green environment than the more standard approach of entering immediately from the street. This is a benefit of the scheme and is considered to establish a better use of space around the building when compared to the existing overuse of hardscaping which currently exists. For these reasons and also reasons mentioned in the preceding paragraphs, the proposal is in accordance with criterion e) of Policy 60.

8.26 Overall, the proposal is considered to deliver a high quality form of development which would not interrupt the existing skyline of Cambridge and respect the immediate context of the site and historic environment. The proposal is therefore in accordance with Policy 60 and the guidance set out under Appendix F of the Local Plan.

### 8.27 **Design, Context and External Spaces**

8.28 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. These policies build upon the principles already set out under Policy 60 as discussed above.

### Office Building

8.29 The applicant has engaged extensively with the LPA via the pre application process and Officers were generally supportive of the proposals in terms of design and scale, subject to further details being submitted at the application stage.

8.30 The new office building would serve as a focal building on the corner of Cambridge Retail Park and at the entrance to the Eastern Gate area. The 4Cs: Connectivity, Climate and Character have been used to guide the proposal. This has resulted in a high quality and contemporary design that relates to the local context, including the historic use of the site as a brick works. The proposed architecture responds to the sun-path. Whilst the proposed building is of greater scale than the existing, the development takes the opportunity to make a greater and positive contribution than the existing buildings do currently on site.

- 8.31 The design has responded to pre-application comments, e.g. the massing of the building has been shaped to create variation and interest along with a clear distinction between the ground, middle and top of the building form to create a well-proportioned building. The scale of the building has been assessed and shaped by viewpoint analysis, as discussed above. The overall improvements within the areas around the building are better uses of these areas and create a more visually attractive form of development within this prominent location along Newmarket Road.
- 8.32 The Urban Design Officer has been consulted on the application and raised no objections, subject to conditions to secure a scheme for public art, material details and hard and soft landscaping details, all of which are recommended.
- 8.33 Consultation with Officers and stakeholders has enabled the applicant to identify a particular area of the public realm that presents an opportunity for active community engagement and the integration of public art into the design proposals. The idea of the 'Claypit' has been drawn up as a broad-brush response to this. An external space that celebrates the versatility of clay and its range of uses. Where the public can enjoy and explore the material surrounded by bio-diverse elements such as insect holes and built-in bird and plant boxes. This is expressed in the eastern facade detailing and materiality as well as the landscaping which could be developed further in the ground level facade panels.
- 8.34 Officers note that although the site is not directly located within the Eastern Gate Opportunity Area, it is directly adjacent to its most eastern boundary. The Eastern Gate Development Framework SPD sets out guidance for new proposals in terms of scale and design, to ensure the gateway to Cambridge provides high quality development. The proposed design of the office building is considered to be in accordance with the design principles as set out within the SPD guidance, in terms of delivering high quality development which introduces a stronger frontage along Newmarket Road.
- 8.35 The Majestic Wines store which currently occupies the adjacent site to the west is within the Eastern Gate Opportunity Area and the SPD sets out this site could accommodate a building comprising a scale of 3-4+1 storeys in height. Currently, the Majestic Wines store is only single storey and would be dwarfed somewhat by the proposed office building. Despite this, there is a physical separation between the proposed office building and the Majestic Wines store by way of a proposed cycle access. This separation is considered to be acceptable and would not jeopardise any future scheme coming forwards in the future to deliver a high quality redevelopment of the Majestic Wines site. As such, the proposal is in accordance with the guidance as set out Eastern Gate Development Framework SPD.

8.36 In terms of inclusive design, the Access Officer has been consulted on the application and has raised comments referring to the internal arrangements of the proposed accessible rooms and ensuring that all facilities are able to be used by all users. Another request is made in respect of the delivery of appropriate EVC charging points. It is considered that these provisions and assurances can be secured via informatives, as they relate to national standards under the Equalities Act litigation. Given the proposed end use would not strictly fall within Use Class C3 (Residential Use), Officers consider that informatives are more appropriate in this instance.

#### Landscaping/External Spaces

8.37 The Landscape Officer has been consulted on the application and is generally supportive of the proposals, subject to conditions to secure hard and soft landscaping details and a long-term landscape management plan, which are recommended. There are some concerns raised in relation to the car parking layout serving the office building, accessed via Henley Way, which will be addressed further below under the Highways Safety section.

8.38 Moreover, the proposed landscaping aims to deliver high quality series of spaces which make a positive contribution to the overall character and appearance of this urban area. Located on the edge of the Eastern Gateway, the proposed office building is wrapped with a tranquil space providing enhanced habitat creation opportunities for occupiers and visitors to enjoy, at their leisure. Seating clusters and Play on the Way elements are rare in a traditional forecourts on a retail park, so this scheme will encourage people to linger and use the new greenery areas created.

8.39 Accessibility is important to the scheme, providing legible routes through the 2.5m level changes on site. The focus for the main entrance was to provide a Newmarket Road facing scheme but with the existing trees at lower levels, a floating plaza has been created to combine both requirements. A Plane tree will continue to establish through the plaza with seating below the canopy providing a meeting place at the entrance.

8.40 Tree retention has been a key design feature within the proposals, retaining all but one tree and providing new trees to strengthen the existing character of the site. Newmarket Road is lined with mature trees and the proposals look to extend this with 4no. London Planes to the northern boundary. In time these will add to the linear tree character of the road and create a more visually attractive gateway into Cambridge when passing the site. The Tree Officer has been consulted on the application and is satisfied with the proposed tree planting and the retention of trees

which contribute to the visual amenity of the area. Conditions regarding a tree protection plan/methodology and arboricultural impact assessment, as well as the engagement of a tree specialist prior to any demolition works and replacement of any trees which are subsequently removed or die, are all recommended.

- 8.41 At roof level, a high quality landscaped terrace is proposed which will be conditioned as a green roof and maintained for the lifetime of the development. The range of plants and multi-stem trees provide an important amenity space to all office users with a portion covered with a partially louvered canopy to allow for use all year round.

#### Proposed Retail/F&B Unit (Outline Permission Only)

- 8.42 The site has two sides, one which faces onto Newmarket Road and other which interacts within the existing CRP site. Despite the proposed Retail/F&B unit being applied for Outline permission only with all matters reserved, the DAS does imply the need for the F&B unit and its role as maintaining some form of ancillary retail function for CRP.
- 8.43 CRP is a set out in a traditional retail park formation with large central surface car park and retail/F&B buildings located around the outside. The location of the proposed Retail/F&B unit is considered to provide an active frontage as you enter the CRP site alongside the eastern elevation of the proposed office building. Design details including scale and appearance will come forth in due course, as recommended by conditions should planning permission be granted. Although these design particulars have not yet come forwards, it is intended that the unit will be single storey in height and be proportionate to the existing units of the CRP site as they currently stand.

#### Conclusion

- 8.44 Overall, subject to conditions as mentioned above, the proposed development is high-quality that would enhance and improve the existing built form and visual appearance of the site. The proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 57 and 59, as well as the design principles set out within the Eastern Gate SPD and the NPPF.

#### **8.45 Impact Upon Heritage Assets**

- 8.46 The site is within the setting of the Riverside Conservation Area, which lies to the north west of the site. The Riverside and Stourbridge Common Conservation Area is characterised by two storey C19th residential development. Within the immediate context of the site, there is a Grade II listed dwelling, No. 247 Newmarket Road, and the Grade II listed ancient war memorial, directly opposite the site. The applicant has submitted a



HIA which sets out the historic relevance of key landmark buildings within the local area and Cambridge.

8.47 The Old Cheddars Lane Pumping Station is to further to the north and is a scheduled monument and Building of Local Interest (BLI).

8.48 The Conservation Officer has been consulted on the application and has raised no objections subject to a condition regarding material details, as per the Urban Design Officer's request. The proposed building would be considerably larger than No. 247 Newmarket Road which is a modest terraced property. However, the existing setting of the house on the south side of Newmarket Road is of substantial, modern commercial and retail buildings, including those recently constructed blocks at the junction with Coldham's Lane. There is a contrast in scale and character between the north and south sides of the road, and while the proposed develop is large in relation to the listed building, this is not considered harmful in itself. The space and landscaping at the base of the proposed building would provide an improved aspect to the listed building at pedestrian level, while the clearly articulated base of the building would respond to the domestic scale opposite.

8.49 The grade II listed war memorial is set back from Newmarket Road behind a small open area. The proposed development includes a cut away section and open space that addresses the memorial's setting, and while the development would be considerably larger in terms of scale than the existing buildings, it would be clearly visible from its location and this is not considered to be harmful.

8.50 The proposed building would be visible from within the conservation area boundary near the junction with Godestone Road and along River Lane. The development would be viewed from Elizabeth Way bridge in the backdrop of the Victorian housing of the conservation that runs down to the river to the river. In these views, the building would be part of an existing and emerging context of larger buildings between Newmarket Road and the railway. There is a clear distinction between the domestic scale of the conservation area properties and these larger buildings, and the impact of the proposal is therefore not considered harmful.

8.51 In conclusion, subject to the above material condition, the proposal is considered to preserve the character and appearance of the Riverside and Stourbridge Conservation Area and Grade II listed heritage assets, in accordance with Policy 61 and 62 of the Cambridge Local Plan 2018, Sections 66 and 72 of the LBCA Act 1990, and the NPPF.

#### 8.52 **Carbon Reduction and Sustainable Design**

8.53 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to

minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

- 8.54 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The policy states that for new non residential development, proposals should achieve 'Excellent BREEAM Level' for carbon emissions as well as achieve full credits for category Wat 01 for water efficiency.
- 8.55 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 8.56 The Energy Assessment and Sustainability Assessment submitted with the application includes sustainability features such as mechanical ventilation with heat recovery and ASHPs. The layout, fabric and form has been refined to ensure the building is energy efficient and the principles laid out are acceptable.
- 8.57 The document also states that water efficiency measures, including rainwater harvesting, will be put in place to ensure the development achieves 5 credits from the Wat01 BREEAM water category. This approach is acceptable and would sufficiently address the water scarcity issues facing the region at present, subject to conditions to secure water harvesting design and incorporation and water usage measures, to ensure the development strives to lessen water consumption.
- 8.58 The Sustainability Officer has been consulted on the application and raises no objections to the principle of development, subject to further information demonstrating overheating mitigation, embodied carbon and fully demonstrating BREEAM Excellent standards. The applicant has submitted this information, and the Sustainability Officer has been reconsulted on this information and is now satisfied that the principles outlined within the application can be successfully achieved. Conditions regarding pre and post construction BREEAM certification are recommended.
- 8.59 Subject to the above conditions, the proposal is considered to accord with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020, in delivering a high quality and sustainable design of development.
- 8.60 **Biodiversity**
- 8.61 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity

following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and Policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 8.62 The Ecology Officer has been consulted on the application and raised no objections, subject to a condition securing ecological enhancements and the delivery of BNG. The Ecological Assessment and the BNG Statement and Metric submitted are satisfactory for the scale of development proposed. Given the site is predominantly hard standing with a sealed surface, the proposed tree planting and soft landscaping enhancements, including the provision of a green roof, will provide an onsite BNG uplift.
- 8.63 As part of the ecological assessment, the applicant has undertaken and submitted a nocturnal survey which has concluded that no bat emergences were recorded. Given the amount of demolition proposed, these surveys were considered to be fundamental and proved that no bats were present within the existing buildings. As such, in discussions with the Ecology Officer, the provision of ecological enhancements to secure the provision of bat boxes and other enhancements, is recommended.
- 8.64 Subject to the above conditions, the proposed development would not result in adverse harm to protected habitats, protected species or priority species, and will deliver a BNG on site, in accordance with policies 57 and 70 of the Cambridge Local Plan (2018), the Biodiversity SPD and NPPF.
- 8.65 **Water Management and Flood Risk**
- 8.66 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 170 – 182 of the NPPF are relevant.
- 8.67 The site is not located within a designated Flood Zone and therefore there is no risk of flooding as a result of the development.
- 8.68 The Local Lead Flood Authority (LLFA) have been consulted on the application and had originally objected to the application due to a discrepancy contained within the flood risk scheme originally submitted. Following the receipt of revised flood risk scheme, the LLFA has removed their objection subject to conditions requesting the detailed design of the drainage strategy and how surface water run off will be avoided during construction works. These conditions are recommended.

- 8.69 Moreover, Anglian Water have also been consulted on the application and have raised no objections, subject to the drainage scheme submitted being included on the list of approved plans.
- 8.70 The Environment Agency (EA) have also been consulted on the application and have not raised any objections nor conditions, other than general informatives which are in accordance with their standard advice. They refer to the potential contamination of groundwaters, due to the presence of contamination beneath the site, and request that the LPA's Environmental Health Officer assesses this in more detail. Officers consider the impact of controlled groundwaters to be a constraint which the EA should advise on specifically. The Environmental Health Officer has assessed the potential effect of contamination upon future occupiers in respect of the land use and construction and demolition associated with the proposed development. This will be covered in more detail below.
- 8.71 Other comments raised relate to water consumption in that the development should incorporate design features to reduce water consumption and deliver a BREEAM Outstanding standard, ideally. As mentioned above, the proposed building will achieve a BREEAM Excellent which is policy compliant and secured via conditions, which is acceptable in this instance.
- 8.72 Subject to the above conditions, the proposal is in accordance with Cambridge Local Plan 2018 policies 31 and 32 and the NPPF advice in respect of flood risk.
- 8.73 **Highway Safety**
- 8.74 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.75 Para. 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.76 The Local Highway Authority (LHA) has been consulted on the application and had raised an objection due to the lack of any clarification on the proposed points of access from the public highway for cyclists accessing the cycle parking facilities within the proposed development. It was recommended that further discussion will need take place between the Highway Authority and the developer to determine the most appropriate method of mitigation.
- 8.77 Further discussions have taken place between the applicant and the LHA, and further information has been submitted which proposes a new

pedestrian crossing directly to the front of the new building, allowing easy and safe access for pedestrians to cross Newmarket Road from the north to the southern side. This is detailed within the submitted document called Toucan Crossing Feasibility Study. Officers will provide any updates on this proposed provision on the amendment sheet.

- 8.78 Some concerns have been raised by the Landscape Officer and CamCycle in respect of conflict between cyclists and vehicles accessing the site via Henley Way. This road is an adopted road and the application proposes to use this road to enable access to the car park for all vehicles and cyclists.
- 8.79 The applicant has responded to these concerns and have widened the access to the car park, segregating the cyclist and vehicle access. The layout of the car park has also been amended to allow for cyclists (and non-motorised users), to travel around the perimeter of the car park, along a dedicated accessway so to avoid conflict with vehicles manoeuvring and parking. This is illustrated on the following amended plans:
- LDA - XX - XX - DR - A - 08 1001 Rev P1
  - 1021\_PL\_001 Rev P02
  - LDA - XX - XX - DR - A - 08 1000 Rev P7
  - LDA - XX - XX - DR - A - 08 1002 Rev P1
  - LDA - XX - GF - DR - A - 08 1101 Rev P3
- 8.80 These amended layout arrangements have overcome the concerns raised above and the development is now considered to be safe for all users. Conditions securing the hard and soft landscape material details will be secured.
- 8.81 Subject to the above conditions, the proposal accords with the objectives of Policy 80 and 81 of the Cambridge Local Plan 2018 and is considered to maintain the safe and effective operation of the highway, in accordance with NPPF advice.
- 8.82 **Transport Impact**
- 8.83 The County Council's Transport Assessment Team (CCC TA) have been consulted on the application. Originally, they objected on similar grounds to the LHA in respect of securing financial obligations for the anticipated GCP improvement works along Newmarket Road. Other concerns raised were in regard to trip generation methodology and the results presented in the original Transport Assessment, as well as on-street car parking stress on surrounding streets and how the proposed 'car-lite' approach will be implemented and managed for the foreseeable future.

- 8.84 As well as the Toucan Crossing Feasibility Study, the applicant has also submitted a Transport Assessment Addendum, responding to the CCC TA's concerns regarding methodology and validating the trip generation results obtained, which demonstrate an overall reduction in trips generated when compared to the existing uses on site.
- 8.85 The level of car parking proposed for the office building is considered to be low and will provide 6no. accessible car parking spaces. In addition, the proposed level of cycle is significant and is fully supported by the CCC TA team. The low level of car parking will reduce the need for future occupiers to travel to work by car and help incentivise people to travel by other more sustainable modes of transport. As for the existing car parking spaces serving the CRP site, there are local restrictions in place to ensure a maximum stay of 3 hours and although there is local on-street car parking nearby, these are readily used and therefore office users are unlikely to park in these streets. As such, the CCC TA are content that the proposal would not result in on street car parking stress, subject to a financial contribution of £30,000 to support any future need to extend the existing Controlled Parking Zone (CPZ) or implementing further Residents Parking. The amount sought will be secured via any subsequent S106 agreement, should planning permission be granted.
- 8.86 Whilst the low level of car parking is welcomed, this would result in a high level of non-motorised trips to and from the site. As well as the LHA, the CCC TA team are fully supportive of the proposed pedestrian crossing, however it must accord with any future GCP scheme (The Eastern Access Scheme). The timescales for any future GCP scheme are unknown at the current time, however a financial contribution is sought to assist in the delivery of future GCP schemes within the local area. A total of £1,230,360 is sought, which will be secured via any subsequent S106 Agreement. However, should the proposed development commence before the implementation of any future GCP Eastern Access scheme, the applicant will need to fully install the pedestrian crossing prior to occupation, in order to ensure a safe access across Newmarket Road is provided. The total expenditure for implementing the pedestrian crossing incurred by the applicant will be deducted from the total amount sought, and this will be reflected in the S106 Agreement.
- 8.87 The applicant has submitted a Travel Plan Framework which sets out incentives to encourage more sustainable modes of transport. The CCC TA team acknowledge this however given the scale of development proposed, a condition is recommended to secure a Travel Plan and Welcome Pack, which will set out how the incentives will be monitored and measured.
- 8.88 In conclusion, following the receipt of additional information in regard to the provision of a new pedestrian crossing across Newmarket Road, and the Transport Assessment, the CCC TA team remove their previous objection, subject to the above conditions and financial contributions via a

S106 agreement. The proposed development will not result in detrimental impact upon the surrounding road network, in accordance with policies 80 and 81 of the Cambridge Local Plan 2018, as well as the NPPF.

## 8.89 **Cycle and Car Parking Provision**

### Cycle Parking

- 8.90 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new development to comply with the cycle parking standards as set out within Appendix L of the Local Plan.
- 8.91 The site currently benefits from 35no. cycle stands providing parking for 70no. cycles for existing retail use. The cycle parking is covered and located across three accessible locations within the site. Three of the existing four cycle parking zones are to be retained, with 12no. more to be added, providing a total of 74no. cycle parking spaces for the CRP which will be used in association with the Retail/F&B unit.
- 8.92 Additional cycle parking has also been included to the front of the office building, to provide more easily accessible cycle parking for visitors travelling along Newmarket Road.
- 8.93 In respect of the office use, 438no. spaces will be located within the dedicated on-site cycle parking at ground level, which is in excess of the standards stated under Appendix L of the Local Plan. Despite the objection comments raised by CamCycle, BREEAM requirements state that lockers will be provided at a ratio of 1 locker per cycle parking space, which equates to 438no lockers and are also located on the ground floor. Changing rooms and 25no. showers will also be provided at a ratio of 1 shower per 17.5 cycle parking spaces, which is acceptable. These standards are an overprovision but due to the sustainable location of the site, are considered to be more than acceptable as confirmed by the CCC TA team and Officers.
- 8.94 Camcycle also object to the lack of emphasis to upgrade the existing cycle routes within the wider CRP site, as well along Newmarket Road, and suggest the proposed routes for cyclists has not been fully thought through. The existing cycle routes along Newmarket Road are to come forwards under any future GCP scheme, which the CCC TA team have sought financial contributions for. Although the wider CRP cycle routes are technically within the ownership of the applicant, Officers consider that these cycleways will be upgraded in due course as and when the CRP site redevelopment proposals come forwards and is therefore not a reason to refuse the current application in this instance.

- 8.95 In conclusion, the level of cycle parking proposed is an enhancement to the existing level and quality of cycle parking at the existing site and will result in an overprovision which is a benefit of the scheme. As such, the development is in accordance with Policy 82 of the Cambridge Local Plan (2018) and exceeds standards as set out within Appendix L.

### Car Parking

- 8.96 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. The site is within a designated Controlled Parking Zone. Policy 82 also states that Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 8.97 The proposals include two areas of car parking. One will provide car parking for the users of the office building, as well as service and delivery vehicles, accessed via Henley Way. The other is located along the southern boundary and largely remains to serve the retail units as part of CRP. The development proposes to reduce and reconfigure the level of existing car parking spaces from 192no. to 150no. spaces, with the fallout of 45no. spaces being relocated within the car park to serve the office building. The existing car parking serving the CRP is required to remain in accordance with the existing leases of the retail unit opposite, such as Lidl. This area of car parking will also serve the proposed Retail/F&B unit, once it comes forwards.
- 8.98 The proposed office car park will provide a total of 45no. spaces which will include 26no. EVC charging spaces and 2no. accessible spaces. It is intended that car parking permits will only be available to office users who require a car parking space and have no other method of travel. The car park will be controlled via an authorisation method to manage against unauthorised personnel from using the car park at any time.
- 8.99 The development adopts a 'car-lite' approach, with car movements restricted by limited car parking provision. The Transport Assessment (TA) states the use of sustainable modes of travel will be strongly supported and incentivised for office staff, as outlined within the submitted Travel Plan, as recommended by condition. These shall include travelling by cycle and using the local bus services.
- 8.100 Given the site is located within a sustainable location on the fringes of the city, as well as the overprovision of cycle parking and the local bus services available along Newmarket Road, the lack of any dedicated car



parking spaces is supported, and the proposal accords with Policy 82 of the Local Plan and the NPPF.

#### 8.101 **Amenity of Neighbouring Properties**

8.102 Policy 35, 55, 57 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces. Criterion d) of Policy 60 is also of relevance to this section, as it refers to respecting the amenities of neighbouring properties.

8.103 There are neighbouring properties located directly to the north of the site, on the other side of Newmarket Road. Most of these are flats, set above restaurants and shops at first floor and second floor levels. These properties are Nos. 235-249 Newmarket Road and are the closest neighbouring properties to the site.

#### Overlooking Impact

8.104 The total height of the building would measure approximately 28m in height from Newmarket Road level. The main bulk of the building, including only the five storeys, would measure 20m. The closest distance between the proposed building and the neighbouring properties on the other side of Newmarket Road is approximately 28m. It is acknowledged that future occupiers would be able to look towards these neighbouring windows however this distance separation is considered to be a typical streetscape relationship between buildings. It is considered that the most harmful views would arise from the second and third floors of the building. A similar relationship exists further west on Newmarket Road, between the Premier Inn and Travel Lodge hotels on the south side of Newmarket Road and the student room windows on the north side of Newmarket Road.

8.105 In addition, the proposed building would be set back from the footpath of Newmarket Road by 6m and behind mature trees which would alleviate some overlooking impact from the building upon these neighbouring properties.

8.106 As such, it is considered that the proposed development would result in a typical relationship between two sets of buildings on either side of the road and would not result in a significant level of harm to warrant a refusal on overlooking impact.

#### Overbearing Impact

8.107 Given the separation distances as mentioned above, and the set back of the building from Newmarket Road, the proposed building is not considered to result in any significantly harmful overbearing impact, nor

sense of enclosure upon the neighbouring properties to the north and is therefore acceptable.

*Overshadowing Impact*

- 8.108 Moreover, the applicant has submitted a Daylight & Sunlight Report (DSR) assessment with the application. All nearby neighbouring properties have been taken into consideration within the assessment. These include the neighbouring properties on the north side of Newmarket Road. The full set of results are set out within the Appendices 1 and 2 of the DSR.
- 8.109 The assessment has been undertaken in accordance with the guidance provided by the Building Research Establishment (BRE). For daylight, Vertical Sky Component (VSC) has been tested at the face of each neighbouring window. The BRE recommends that a window should retain 27% VSC, or at least 0.80 times the VSC in the existing conditions. The No Sky Line (NSL) test has also been used in accordance with the guidelines. Sunlight has been assessed using the Annual Probable Sunlight Hours (APSH) test and it is recommended that each window should retain at least 25% APSH, or at least 0.80 times the APSH in the existing conditions.
- 8.110 Nos. 243-245 Newmarket Road are set slightly offset from the site, and are set above the Tattoo Agent shop at ground floor. The VSC values demonstrate that the two windows serving these units at first floor retain their VSC values within 0.8 times their existing values which is in accordance with the BRE guidance. The NSL tests do show a slight deviation in that 0.79 times the existing values is produced, however the DSR states this was due to a technical deviation as the floor plans used to assess this property were unknown at the time of testing. Notwithstanding this, the difference between the two values generated are miniscule and therefore acceptable.
- 8.111 The APSH for this property shows that sunlight levels will be maintained in excess of the BRE guidelines when considering the proposed building.
- 8.112 No. 247 Newmarket Road lies directly opposite the site and is three storeys in height, with a central window on each floor, directly facing towards the site. The floor plans were known for this property at the time of testing. The VSC values for the first and second floor windows accord with BRE guidance, however, the ground floor window VSC value is only 0.72. The BRE guidance does state that where windows are set behind elevations of adjacent buildings, larger reductions in the VSC values may be unavoidable. Given the front elevation is set behind the front elevations of the adjacent properties, some flexibility will need to be accounted for here.

- 8.113 The NSL test shows that the neighbouring front windows experience shifts beyond the BRE minimum targets. However, these are considered to be minor reductions and therefore are not considered to conclude that the ground floor window VSC value of No. 247 would be significantly compromised. In addition, the APSH for sunlight are in excess of Bre guidelines and therefore on balance, No. 247 will still receive sufficient daylight and sunlight.
- 8.114 Moving further eastwards along Newmarket Road, lies No. 249 Newmarket Road. This property lies directly opposite the site and is occupied by the Seven Stars Indian restaurant at ground floor with flats at first and second floor, which are staggered in relation to their set back distances from the footpath along Newmarket Road.
- 8.115 There are 7no. windows at first and second floor levels. All of the windows except for two, meet BRE guidance for VSC values. The two windows which fall short are understood to serve dual aspect rooms and therefore the reduction in VSC values is not considered to be detrimental in this instance. In accordance with paragraph 2.2.6 of the BRE guidance, an average VSC value can be taken where rooms are served by more than one window. When taking into account the average VSC value, the changes to these windows accord with the BRE guidance.
- 8.116 The NSL tests show that all windows but first floor window, meet the BRE guidance VSC values. The VSC value for the one window serves a bedroom and is 0.77, slightly less than the 0.8 minimum value under BRE. Although this is below the 0.8 threshold, Officers consider this is a minor reduction and would not result in significant loss of light to this window to warrant a refusal in this instance. In addition, the APSH shows that good levels of sunlight will be received by this window throughout the year. This is the same as all the other windows of No. 249.
- 8.117 The DSR also takes into account windows set within the east elevation of the Premier Inn hotel, located further to the west. The DSR assessment concludes that sufficient daylight and sunlight levels will be retained for these windows, in accordance with BRE guidance.
- 8.118 Overall, the DSR demonstrates that all windows of the neighbouring properties Nos. 235-249 Newmarket Road will receive sufficient daylight and sunlight levels when taking into account the proposed office building. The differences presented between the VSC values produced for a couple of the windows against the 0.8 thresholds under BRE guidance are considered to be very minor differences and would not result in significant loss of daylight and sunlight to warrant a refusal on these grounds.
- 8.119 As such, the proposed development is considered to respect the privacy and amenities of the neighbouring properties along Newmarket Road and

is in accordance with policies 55, 56, 57 and 60 of the Cambridge Local Plan 2018 and is acceptable.

#### Wider Environmental Impacts

- 8.120 Policy 35 of the Cambridge Local Plan 2018 safeguards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance.
- 8.121 In addition, Policy 34 of the Cambridge Local Plan seeks to ensure that new external lighting or changes to existing lighting do not result in any disturbance upon residential amenities.
- 8.122 Noise and disturbance during construction and demolition will be minimised through a Demolition and Construction Environmental Management Plan (DCEMP), which will set out mitigation procedures to protect the amenities of neighbouring properties and is recommended.
- 8.123 The Environmental Health Officer has been consulted on the application and has raised no objections, subject to a number of conditions. Standard conditions include a Material Management Plan (MMP) and odour control measures for the proposed Retail/F&B unit, which are also recommended.
- 8.124 The site partly lies within the CRP site which is known to have a high presence of potential contamination, associated with the previous industrial uses. In order to mitigate any potential harm arising from contamination upon future occupiers and the proposed use of the land, a Phase 2 Site Investigation Strategy and Phase 3 Remediation Strategy, as well as associated contamination mitigation measures are all recommended conditions.
- 8.125 In respect of noise impact upon the surrounding neighbouring properties, a condition is recommended to ensure the development is carried out in accordance with the submitted Noise impact Assessment (NIA). The other conditions recommended are restrictions on the use of the rooftop terrace to between 07:00 – 22:00 hours Monday to Sunday, and that no external music or amplified voice is played on the terrace at any given time. The applicant has expressed a wish to play music during events such as yoga and networking events. Whilst Officers appreciate the noise concern raised by Environmental Health, it is considered that music/amplified voice could be acceptable subject to a noise impact assessment and noise insulation scheme, to control for noise levels. Therefore, Environmental Health have agreed to a revised condition to allow the applicant to submit these details prior to any music and/or amplified voice from the terrace, which is acceptable.

- 8.126 Other conditions recommended are in relation to installing the EVC charging car parking spaces prior to occupation, and that external artificial lighting is fitted in accordance with the submitted the External Lighting Impact Profile and Lighting Design documents submitted.
- 8.127 Subject to the above conditions, the proposal would not result in any significantly harmful impact upon the amenities of neighbouring properties as well as the amenities of future occupiers. The proposed development will comply with Policy 34 and 35 of the Cambridge Local Plan 2018.

### **Other Matters**

- 8.128 The County Council's Archaeology Team have been consulted on the application and have raised no objections subject to a condition to secure a Written Scheme of Investigation (WSI) prior to demolition. Due to the site being in relatively close proximity to the Augustinian Priory which dates back to 12<sup>th</sup> Century, there is some risk that the demolition works and site clearance may result in the loss of archaeological artefacts and therefore this condition is recommended.
- 8.129 The site is located near to the Cambridge Airport and therefore the proposed building, due to its height and scale, may interfere with instrument flight procedures. In addition, the proposed solar panels on the roof may result in glint and glare upon pilots. As such, conditions to secure further information in regard to these concerns are recommended.
- 8.130 The Cambridgeshire Fire and Rescue Team have been consulted on the application and have raised no objections subject to a condition securing the provision of fire hydrants prior to occupation. This is recommended.

### **Retail/F&B Unit**

- 8.131 The proposed Retail/F&B unit is considered acceptable in principle and will be granted Outline permission only, with all matters reserved. The Retail/F&B unit will retain a retail function in association with the wider CRP site and maintain an active frontage of commercial uses along the southern boundary. Conditions are recommended to ensure that details regarding layout, scale, appearance, landscape and access, are all submitted within three years from the date of this permission.
- 8.132 **Planning Balance**
- 8.133 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

- 8.134 The proposed office building would introduce a form of development which would create a stronger frontage and focal point along Newmarket Road and continue the trend of taller buildings along the gateway to Cambridge. The proposed design would comprise high quality materials and achieve a sustainable form of development, whilst contributing to the demands for office space across the City within a sustainable location. The proposed scale and height are considered to be in keeping with that of nearby buildings whilst respecting the amenities of neighbouring properties. The associated landscaping around the building would enhance the public realm and provide a scheme for public art, enhancing user experience and visitors alike. The building and its occupation would provide a clear set of economic benefits to the City and would align with NPPF provisions for making the best use of land and encouraging economic development.
- 8.135 As part of this recommendation, the proposed F&B unit is considered acceptable in principle and will be granted Outline permission only. The F&B unit will retain an ancillary retail function in association with the wider CRP site and maintain an active frontage of commercial uses. Conditions and S106 obligations are recommended and required to ensure this part of the proposal accommodates future amendments regarding the redevelopment of the CRP site.
- 8.136 As such, Officers recommend approval, subject to conditions and informatives as set out below, as well as a S106 agreement which will be
- 8.137 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval, subject to the conditions set out below.

## **9.0 Recommendation**

### **9.1 Approve subject to:**

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

-A S106 agreement, the precise contributions and wording of obligations to be delegated to officers.

- 9.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development and submit all necessary documentation in respect of the Council's case for refusal.

## **10.0 Planning Conditions**

- 1) The office building and associated demolition and infrastructure (the Full Planning permission hereby permitted) shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended development hereby permitted shall be begun before the expiration of three years from the date of this permission.

- 2) The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

- 3) No development of the approved Retail/F&B unit shall commence until details of the appearance, means of access, landscaping, layout and scale, (hereinafter called the 'reserved matters') for the approved Retail/F&B unit have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: The Retail/F&B unit has Outline permission only through the approval of this planning permission and these matters have been reserved for the subsequent approval of the Local Planning Authority.

- 4) Application(s) for approval of the reserved matters in regard to the Retail/F&B unit shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 5) No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.

- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.
- i) Use of concrete crushers.
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- r) Membership of the Considerate Contractors Scheme.

Development shall be carried out in accordance with the approved DCEMP.



Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

- 6) No development (or phase of), or any investigations required to assess the contamination of the site, shall commence until a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems (Cambridge Local Plan 2018 policy 33).

- 7) No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
  - a. A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
  - b. A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 8) The development (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 9) If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

10) No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) details of the volumes and types of material proposed to be imported or reused on site
- b) details of the proposed source(s) of the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) results of the chemical testing which must show the material is suitable for use on the development
- e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved MMP.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (Cambridge Local Plan 2018 Policy 33).

11) No works associated with the Retail/F&B unit shall commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours for this unit has been submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use of the Retail/F&B unit is commenced and shall be retained as such.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2018 policy 36).

12) The details as approved shall be implemented in accordance with the principles, operational noise levels and recommendations detailed in the submitted document '*Noise Impact Assessment*', Revision 1, Ref REP-1014329-5A-CS-20221125-Noise impact assessment-Rev01.docx (Hoare Lea, 14th December 2022). The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be maintained and retained thereafter.

Reason: To protect the amenity of the nearby properties (Cambridge Local Plan 2018 policy 35).

13) The electric vehicle charge points and associated infrastructure shall be fully installed and retained thereafter in accordance with the following:

- Proposed Ground Floor Plan (Ref:NMR-LDA-XX-GF-DR-A-081101 P2) drawing produced by Leonard design architects and dated 18th July 2024
- Section 4.36-4.38 of Transport Assessment (WIE17469.114.R.1.4.3.TA) produced by Waterman and dated August 2024
- Section 8.4 'Parking Strategy' Design & Access Statement

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

- 14) Acoustic / unamplified music and the playing of amplified music / voice within the fifth floor outdoor terrace is prohibited subject to the submission of an acceptable noise impact assessment and noise insulation and management / control scheme for the written approval by the local planning authority.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of the nearby properties (Cambridge Local Plan 2018 policy 35).

- 15) The rooftop terrace shall only be used by patrons and staff between the hours of 07:00 – 22:00hrs Monday to Sunday and shall be clear of patrons and staff outside these hours, unless otherwise agreed in writing by the local planning authority.

Reason: To protect the amenity of the nearby properties (Cambridge Local Plan 2018 policy 35).

- 16) The external lighting scheme / details as approved shall be implemented in accordance with the design principles, typer and lux / lighting levels as detailed in the following documents:

- 230 Newmarket Road- Plot 1; "ENVIRONMENTAL LIGHTING. ILLUMINATION IMPACT PROFILE". DOC-16-17447-5C-20240802-NMR-PLOT 1-IIP-03, 2ND AUGUST 2024, Revision 03 (Hoare Lea, 02/08/2024) and
- 230 Newmarket Road- Plot 1; "LIGHTING DESIGN", DOC-1617317-231013-HD-230, NEWMARKET ROAD-PLOT 1, REVISION P05, AUGUST 2024 (Hoare Lea, 02/08/2024)

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be maintained and retained thereafter.

Reason: To protect the amenity of the nearby properties (Cambridge Local Plan 2018 policy 34).

- 17) Prior to the commencement of development hereby approved, a Public Art Delivery Plan and Maintenance Schedule shall be submitted to and approved in writing by the local planning authority for approval in writing. The Plan and Maintenance Schedule shall be implemented in accordance with the approved details.

Reason: To ensure that the development provides public art in a satisfactory way that can be successfully implemented and maintained for the lifetime of the development (Cambridge Local Plan 2018 Policy 56).

- 18) No development of the Full Planning permission (office building) shall take place above ground level, other than demolition, until details of the external materials to be used in the construction of the office development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

- 19) No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);

d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;

e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);

f) an implementation programme.

The development shall be fully carried out in accordance with the approved details. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69)

20) Before the development is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

21) Prior to any demolition and construction works and before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition), a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012, shall be submitted to the local

planning authority for its written approval. In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71.

- 22) Prior to the commencement of site clearance, a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and LPA Tree Officer to discuss details of the approved AMS.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71.

- 23) The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance

with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71.

- 24) If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71.

- 25) Within 12 months of commencement of development of each building, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 26) Within 12 months following first occupation of each building, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of

buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 27) No development above base course of each building (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 28) Prior to first occupation of each building of the development, a comprehensive water metering and monitoring system for that building shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of rainwater used, and the total volume of grey water recycled. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.



29) No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

30) No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Drainage Strategy, Waterman, Ref: WIE17469-115-R-1-1-3 FRA\_230NMR, Rev: 3, Dated: 2nd August 2024 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity (Cambridge Local Plan 2018 Policy 32) and the NPPF.

31) No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts (Cambridge Local Plan 2018 Policy 32) and the NPPF.

32) No development above slab level for each building should take place until the developer has engaged further with Cambridge Airport, to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO), to determine the level of impact.

Reason: To avoid the cranes and the buildings on site endangering the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 Policy 37).

33) Prior to the installation of any solar panels, a glint and glare assessment to determine the full impact on pilots approaching the airport and air traffic controllers in the ATC tower, shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that glint and glare from PV panels do not affect pilots operating in and out of Cambridge airport (Cambridge Local Plan policy 37).

34) Prior to the occupation of the development hereby approved, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the safety of future occupiers against fire risk (Cambridge Local Plan policies 55, 56, 57 and 58).

35) No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

a. the statement of significance and research objectives;

b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

c. The timetable for the field investigation as part of the development programme;

d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of 1 archaeological assets affected by this development, in accordance with the NPPF and Cambridge Local Plan 2018 Policy 61.

36) Prior to the occupation of the office building hereby approved, a Travel Plan and Welcome Pack shall be submitted to and approved in writing by the Local Planning Authority. The development shall operate in accordance with the approved details.

Reason: To ensure the development encourages sustainable modes of transport (Cambridge Local Plan 2018 Policy 81).

## **11.0 Informatives**

- 1) These proposals include demolition and construction activities. Both of these work packages will require a noise and vibration impact assessment to be included as part of an acceptable DCEMP submission. This will need to include:
  - An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
  - An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.
  - A scheme of noise and vibration mitigation, management and monitoring with commitments to implement that scheme as appropriate, alongside details of neighbour communication and a complaints procedure.

- If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.
- Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-
  - Agreed target levels are likely to exceeded
  - Upon the receipt of substantiated complaints
  - At the request of the Local Planning Authority / Environmental Health following any justified complaints.
- Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified at the earliest opportunity.

- 2) The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.
- 3) Before the existing buildings are demolished, the applicant should contact the Council's Building Control Department to establish the way in which the equipment will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation.
- 4) Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority ([caa.co.uk](http://caa.co.uk)). Once crane notification has been received from the CAA, Cambridge Airport safeguarding team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/markings is given in CAP1096:

Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk)

- 5) The partial discharge of the archaeological condition above can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.
- 6) The blue badge EV charging points must meet PAS 1899:2022 Electric vehicles – Accessible charging – Specification.
- 7) Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. Doors need an opening weight of less than 20 newtons. Toilet doors should either open outwards, slide or have release bolts in case somebody collapses in the toilets.
- 8) Reception desks, service points, serveries, pay desks, et cetera all need hearing loops. The reception area needs a mix of seating, of various heights and with and without arms. Spaces for wheelchairs need to be left. The reception needs a dropped section of counter.
- 9) Acoustics need to be considered, soft furnishings will help absorb echo, et cetera and help hearing impaired people. The colour contrast and signage must meet the needs of visually impaired people. Glazing must have manifestations to warn visually impaired people. The glazing and flooring must be designed to remove glare and shadowing.
- 10) The lifts should be installed to accommodate all users.
- 11) Meeting rooms, interview rooms, social spaces, lecture theatres, stages etc., all need hearing loops designed not to interfere with other systems in the building.
- 12) This planning permission shall be read in conjunction with any subsequent S106 Agreement.

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#### Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD

